

Acceptable Means of Compliance and Guidance Material to Annex IV (Part-ATS) to Commission Implementing Regulation (EU) 2017/373

Issue 1, Amendment 6

Annex I to ED Decision 2024/006/R

'AMC & GM to Part-ATS — Issue 1, Amendment 6'

This Annex shows deleted, new or amended text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

Annex IV (AMC and GM to Part-ATS) to ED Decision 2017/001/R of the Executive Director of the Agency of 8 March 2017 is amended as follows:

Annex IV

GM1-ATS.OR.445(a) Communications for the control or management of vehicles other than aircraft on manoeuvring areas at aerodromes

SYSTEM OF VISUAL SIGNALS FOR COMMUNICATION BETWEEN AERODROME AIR TRAFFIC SERVICES UNITS AND VEHICLES ON THE MANOEUVRING AREA

(a) — When communications by a system of visual signals is deemed to be adequate, or in the case of radio communication failure, the signals given hereunder should have the meaning indicated in the table below.

LIGHTS SIGNAL FROM AIR TRAFFIC SERVICES	MEANING
Green flashes	Permission to cross landing area or to move onto taxiway
Steady red	Stop
Red flashes	Move off the landing area or taxiway and watch out for aircraft
White flashes	Vacate manoeuvring area in accordance with local instructions

(b) — In emergency conditions or if the signals in point (a) are not observed, the signal given hereunder should be used for runways or taxiways equipped with a lighting system and should have the meaning indicated in the table below.

LIGHT SIGNAL	MEANING
Flashing runway or taxiway lights	Vacate the runway and observe the tower for light signal

[...]

AMC1 ATS.TR.220 Application of wake turbulence separation

CATEGORISATION OF AIRCRAFT FOR THE PURPOSES OF WAKE TURBULENCE SEPARATION MINIMA APPLICATION

Wake turbulence separation minima should be based on a grouping of aircraft types into four categories according to the maximum certificated take-off mass as follows:

- (a) **SUPER (S)** — aircraft types listed as such in ICAO Doc 8643 'Aircraft Type Designators', latest edition if so identified by the competent authority;
- (b) **HEAVY (H)** — all aircraft types of 136 000 kg or more, with the exception of aircraft types covered in point (a);
- (c) **MEDIUM (M)** — aircraft types less than 136 000 kg but more than 7 000 kg; and
- (d) **LIGHT (L)** — aircraft types of 7 000 kg or less.

GM1 ATS.TR.270(a)(3) Authorisation of special VFR

SPECIAL VFR IN CONTROL ZONES

When the reported ground visibility at the aerodrome is less than 1 500 m, air traffic control units may issue a special VFR clearance for a flight crossing the control zone and not intending to ~~take-off or~~ land at an aerodrome within ~~a~~ the control zone, or enter the ~~aerodrome traffic zone or~~ aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or, for helicopters, not less than 800 m.